SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

35

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, April 17, 1927, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

J. W. FITZGERALD
Superintendent.

EASTWARD

GERBER SUBDIVISION

Time Table No. 35

April 17, 1927

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS				Distance from San Francisco via Marysville	Block Signals	STATIONS	
	224	222	18	16	14	12				
	Manifest Freight	Portland Manifest	Cascade	Puget Sound Express	Oregonian	Shasta				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Term. Yd. WFYPBK	**6.00 PM**	7.30 AM	10.20 PM	1.30 PM	6.10 AM	**1.50 AM**	213.8		TO-R GERBER	2.0
					f		215.8		PROBERTA	3.1
56E 47W P	6.20	7.45	10.29	1.39	6.19	2.00	218.9		RAWSON	4.5
63-57 WP	6.40	8.00	10.37	s 1.49	s 6.30	s 2.10	223.4		TO RED BLUFF	5.5
73 P	7.00	**8.15**	10.46	1.59	6.40	2.19	228.9		BLUNT	3.3
21							232.2		IVREA (Spur)	1.4
82 P	7.15	8.28	**10.54**	2.08	f 6.50	2.27	233.6		HOOKER	6.8
76 WP	7.30	8.40	11.04	f 2.19	s **7.02**	2.37	240.4		TO COTTONWOOD	3.8
76 P	7.37	8.47	11.10	2.26	7.09	2.43	244.2		CULP	2.9
71 P	7.45	**8.52**	11.15	f 2.32	s 7.18	**2.48**	247.1		TO ANDERSON	2.1
							249.2		ANDERSON BRICK YARD	4.3
66 P	7.58	9.05	11.25	**2.44**	f 7.29	2.57	253.5		GIRVAN	4.7
82-86 WBPK I	8.21	9.23	11.35	s 2.58	s 7.47	s 3.09	258.2		TO-R REDDING	2.8
18					f		261.0		MIDDLE CREEK (Spur)	2.9
67 P	8.34	**9.36**	**11.48**	3.10	f 8.03	**3.20**	263.9		KESWICK	2.0
					f		265.9		CENTRAL MINE	1.3
P				f	s		267.2		TO MATHESON	0.8
54 WP	8.48	9.50	11.58 PM	3.22	8.16	3.30	268.0		MOTION	3.0
84 P	**9.14**	9.59	12.05 AM	**3.30**	f 8.24	**3.37**	271.0		CORAM	4.7
88 P	9.30	**10.22**	**12.16**	3.41	s 8.39	**3.48**	275.7		TO KENNET	2.6
60 P	9.40	10.30	12.22	3.49	s **8.49**	3.54	278.3		TO PITT	1.9
86 YWPF	10.00	10.40	12.27	3.54	f 8.55	3.59	280.2		MORLEY	3.6
47 P	10.15	10.51	12.35	4.03	f 9.05	4.07	283.8		ELMORE	3.8
86 P	**10.32** **10.45**	11.05	12.44	4.14	f 9.17	4.16	287.6		TO POLLOCK	2.9
4					f		290.5		ANTLER (Spu	0.6
77 P	11.05	**11.16**	12.53	4.24	**9.30**	4.25	291.1		SMITHSON	5.6
66 WP	11.30	11.39	**1.10**	4.42	s 9.46	4.42	296.7		TO DELTA	3.5
39 P	11.45 PM	11.51 AM	**1.19**	4.53	f **9.55**	4.51	300.2		TO LAMOINE	3.8
74 P	**12.01 AM**	12.04 PM	1.29	5.04	f 10.05	5.00	304.0		GIBSON	2.0
73 P	12.10	12.12	1.34	5.11	f 10.10	5.05	306.0		FISHER	3.4
73 WP	**12.45**	**12.32**	1.44	5.23	f 10.20	5.14	309.4		TO SIMS	2.4
8					f		311.8		FLUME (Spur)	1.3
84 P	1.00	12.51	1.54	5.35	f 10.30	5.24	313.1		CONANT	2.2
55 P	1.12	**1.00**	**2.02**	5.45	s 10.39	5.32	315.3		TO CASTELLA	0.8
34							316.1		DIRIGO	2.2
39 P	1.22	1.10	2.13	5.56	f 10.48	5.43	318.3		CASTLE CRAG	2.9
Term Yard PBK	1.40 AM	1.20 PM	2.20	f 6.04	10.55	5.50	321.2		TO-R DUNSMUIR YARD	0.9
Term Yd. WFTPBK			s 2.25 AM	s 6.10 PM	s 11.00 AM	s 5.55 AM	322.1		TO-R DUNSMUIR (Pass. Sta.)	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.3)	
	(7.40)	(5.50)	(4.05)	(4.40)	(4.50)	(4.05)			Time over District.	
	14.01	18.41	26.52	23.21	22.40	26.52			Average speed per hour.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Trains	At	Passengers to or from
14	Sweet Briar 314.8	Any Station
14	Castle Rock MP 316.4	Any Station

Westward trains are superior to trains of the same class in the opposite direction.

Time Table No. 35

April 17, 1927

STATIONS	Distance from Dunsmuir	FIRST CLASS				SECOND CLASS							
		11	15	17	13	201	239	203	237	205	207	223	221
		Shasta	Southern California Express	Cascade	Oregonian	Freight	Local Freight	Freight	Local Freight	Freight	Freight	Manifest Freight	Portland Manifest
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R GERBER	108.3	s 5.45 AM	s 12.40 PM	s 3.50 PM	s **1.50** AM	5.25 AM	11.20 AM	11.40 AM		**6.00** PM	11.50 PM	5.00 AM	8.50 AM
2.0													
PROBERTA	106.3												
3.1													
RAWSON	103.2	5.36	12.25	3.41	1.34	5.10	11.00	11.27		5.43	11.33	4.45	8.39
4.5													
TO RED BLUFF	98.7	5.29	s 12.17	3.34	s 1.26	5.01	10.45	11.18		5.34	11.24	4.30	8.30
5.5													
BLUNT	93.2	5.19	12.05 PM	3.24	1.14	4.46	9.55	11.03		5.19	11.09	4.15	**8.15**
3.3													
IVREA (Spur)	89.9												
1.4													
HOOKER	88.5	5.11	11.54 AM	3.16	1.03	4.31	9.40	10.48		5.04	**10.54**	3.55	7.40
6.8													
TO COTTONWOOD	81.7	4.59	s 11.42	3.04	s 12.50	4.11	9.15	10.28		4.44	10.28	3.25	**7.02**
3.8													
CULP	77.9	4.54	11.35	2.59	12.40	4.04	9.05	10.21		4.37	10.21	3.05	6.25
2.9													
TO ANDERSON	75.0	4.49	s 11.31	2.54	s 12.35	3.58	**8.52**	10.15		4.31	10.15	**2.48**	6.05
2.1													
ANDERSON BRICK YARD	72.9												
4.3													
GIRVAN	68.6	4.39	11.20	**2.44**	f 12.20	3.47	8.05	10.04		4.21	10.04	2.30	5.25
4.7													
TO-R REDDING	63.9	s 4.31	s 11.10	2.36	s 12.10 AM	3.37	7.50 AM	9.54	† 1.50 PM	4.10	9.54	2.09	4.55
2.8													
MIDDLE CREEK (Spur)	61.1												
2.9													
KESWICK	58.2	**4.19**	10.52	2.23	f **11.48** PM	**3.20**		**9.36**	1.30	3.53	9.37	1.20	**4.19**
2.0													
CENTRAL MINE	56.2												
1.3													
TO MATHESON	54.9		s		s								
0.8													
MOTION	54.1	4.09	10.40	2.11	11.32	2.58		9.21	12.55	3.39	9.23	12.50	3.55
3.0													
CORAM	51.1	4.02	10.33	2.04	f 11.25	2.49		9.12	12.45	**3.30**	**9.14**	12.35	**3.37**
4.7													
TO KENNET	46.4	**3.48**	s **10.22**	1.53	s 11.14	2.35		8.58	12.30	3.09	9.00	**12.16** AM	3.10
2.6													
TO PITT	43.8	3.39	f 10.13	1.47	s 11.05	2.27		**8.49**	12.15	3.01	8.52	11.50 PM	3.00
1.9													
MORLEY	41.9	3.32	10.07	1.42	f 10.59	2.21		8.36	12.05 PM	2.55	8.46	11.35	2.45
3.6													
ELMORE	38.3	3.24	9.55	1.34	10.48	2.10		8.25	11.45 AM	2.44	8.35	11.05	2.30
3.8													
TO POLLOCK	34.5	3.14	f 9.41	1.24	f **10.37**	**1.58**		8.13	11.30	2.32	8.23	**10.45**	**1.58**
2.9													
ANTLER (Spur)	31.6				f								
0.6													
SMITHSON	31.0	3.05	**9.30**	1.16	**10.26**	1.47		8.02	**11.16**	2.21	8.12	**10.26**	1.40
5.6													
TO DELTA	25.4	2.51	f 9.16	1.03	s 10.13	1.30		7.40	10.38	1.59	7.50	9.55	**1.10**
3.5													
TO LAMOINE	21.9	2.41	f 9.06	12.54	s 10.03	**1.19**		7.29	**9.55**	1.48	7.39	9.40	12.30
3.8													
GIBSON	18.1	2.31	8.55	12.45	f 9.52	1.02		7.17	9.30	1.36	7.27	9.25	**12.01** AM
2.0													
FISHER	16.1	2.26	8.50	12.40	f 9.47	12.56		7.11	9.20	1.30	7.21	9.10	11.45 PM
3.4													
TO SIMS	12.7	2.18	8.41	**12.32**	f 9.38	**12.45**		7.00	9.05	1.19	7.10	8.55	11.30
2.4													
FLUME (Spur)	10.3												
1.3													
CONANT	9.0	2.09	8.30	12.23	f 9.29	12.33		6.48	8.50	1.07	6.58	8.40	11.05
2.2													
TO CASTELLA	6.8	**2.02**	f 8.23	12.18	s 9.22	12.26		6.41	8.40	**1.00**	6.51	8.25	10.50
0.8													
DIRIGO	6.0												
2.2													
CASTLE CRAG	3.8	1.53	8.13	12.10	f 9.13	12.17		6.32	8.25	12.52	6.42	8.15	10.35
2.9													
TO-R DUNSMUIR YARD	0.9	1.45	8.05	12.03 PM	9.05	12.05 AM		6.20 AM	8.10 AM	12.40 PM	6.30 PM	8.00 PM	10.20 PM
0.9													
TO-R DUNSMUIR (Pass.Sta.)	0.0	1.40 AM	8.00 AM	11.58 AM	9.00 PM								
(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Monday	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(4.05)	(4.40)	(3.52)	(4.50)	(5.20)	(3.30)	(5.20)	(5.40)	(5.20)	(5.20)	(9.00)	(10.30)
Average speed per hour		26.52	23.21	28.01	22.40	20.14	12.68	20.14	11.28	20.14	20.14	11.93	10.23

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

†Time of No. 237 at Redding applies at switch of crossover to storage track.

Nos. 11, 15 and 13 stop at Dunsmuir Yard allow employes detrain.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At		Passengers To or From
13	Castle Rock	MP 316.4	Any Station
13	Sweet Briar	MP 314.8	Any Station

EASTWARD

DUNSMUIR SUBDIVISION

Time Table No. 35

April 17, 1927

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Distance from San Francisco via Marysville	Block Signals	STATIONS	
	222	232	224	230	16	90	14	12	18				
	Portland Manifest	Local Freight	Manifest Freight	Local Freight	Puget Sound Express	Klamath Falls Passenger	Oregonian	Shasta	Cascade				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Term. Yd. PBK	6.30PM		5.10AM							321.2	Block Signals	TO-R DUNSMUIR YARD	0.9
Term. Yd. WFTPBK					6.25PM		11.15AM	6.05AM	2.30AM	322.1		TO-R DUNSMUIR (Pass Sta)	3.3
P					f 6.40		s 11.26			325.4		† TO SHASTA SPRINGS	0.7
86 P	6.55		5.35		6.45		**11.33**	6.20	2.45	326.1		SMALL	1.5
28 P	7.05		5.43		6.50		f 11.39	**6.25**	2.50	327.6		CANTARA	3.8
87 P	**7.38**		**6.04**		7.06		f 11.55AM	6.38	3.05	331.4		MOTT	2.1
60 P	**8.02**		6.15		7.13		f 12.02PM	6.45	3.12	333.5		AZALEA	3.2
116 WYP	8.30		6.30		f **7.21**		s 12.17	f **6.54**	3.20	336.7		TO MOUNT SHASTA	2.4
33 P	8.45		**6.47**		7.28		f **12.27**	7.03	**3.27**	339.1		UPTON	3.2
82 YP	9.00		**7.10**		**7.38**		f **12.36**	**7.10**	3.33	342.3		DEETZ	2.7
E-74 W-117 WYP	9.15PM		7.40		f 7.47	12.55PM	s 12.45PM	s 7.17AM	f 3.40	345.0		TO-R BLACK BUTTE	7.2
84 P			8.35		8.00	f 1.08			3.52	352.2		HOTLUM	3.8
20						f				356.0		GRAHAM	1.2
115 P			9.00		8.10	f 1.18			4.02	357.2		BOLAM	3.5
84 P			9.25		8.19	f 1.26			**4.09**	360.7		ANDESITE	4.1
84 P			**10.00**		8.29	f 1.35			4.17	364.8		COUGAR	2.9
P		10.55AM	10.23		8.36	f 1.41			4.23	367.7		JUNCTION (No Siding)	0.8
128 WYP		11.00	**10.35**		8.39	s 1.43			4.25	368.5		TO GRASS LAKE	4.6
60		**11.35**	11.00		8.50	f 1.52			4.32	373.1		ERICKSON	4.1
82 P		11.50AM	**11.15**		8.57	f 1.58			4.39	377.2		PENOYAR	3.4
WYP		12.05PM	11.30		9.03	s 2.04			4.45	380.6		TO LEAF (No Siding)	1.3
68 P		12.45	11.45AM		9.06	s 2.08			4.47	381.9		TO BRAY	4.1
84 P		1.30	12.05PM		9.13	f 2.15			4.54	386.0		KEGG	4.0
63 P		2.00	12.25		9.19	f 2.22			**5.03**	390.0		JEROME	4.0
96 WFY 101 PBK		2.15PM	12.40	7.00AM	9.25	s 2.29			5.10	394.0		TO-R MT. HEBRON	2.7
63 P			1.00	7.25	9.30	s 2.35			5.15	396.7		TO MACDOEL	1.6
85			1.10	7.40	9.33	f 2.39			5.18	398.3		SOMERSET	4.3
62			1.30	**7.55**	9.40	f 2.47			5.25	402.6		MAY	4.5
109 P			1.50	**8.42**	9.47	s **2.55**			5.32	407.1		TO DORRIS	4.5
63 P			2.10	9.00	9.54	f 3.04			5.39	411.6		CALOR	4.0
82 WP			**2.26**	9.15	10.01	f 3.11			5.45	415.6		WORDEN	2.6
62-30			2.45	9.30	10.07	f 3.19			5.49	418.2		ADY	4.1
76 P			3.00	9.45	10.15	f 3.28			5.56	422.3		MIDLAND	3.9
83			3.15	10.00	**10.23**	f 3.36			6.02	426.2		TEXUM	3.3
Term. Yd. WFTPBK			3.35PM	10.20AM	s 10.30PM	s 3.45PM			s 6.10AM	429.5		TO-R KLAMATH FALLS	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.3)	
	(2.45) 8.65	(3.20) 7.89	(10.25) 10.39	(3.20) 10.65	(4.05) 26.30	(2.50) 29.82	(1.30) 15.26	(1.12) 19.09	(3.40) 29.29			Time over District Average Speed per Hour	

Westward trains are superior to trains of the same class in opposite direction.

†The schedule time of First Class Trains at Shasta Springs applies at the Mineral Spring.

No. 90 may occupy main track Cascade Line in front station Black Butte ten minutes in advance of leaving time.

Additional Stations		
	Pioneer Spur	M. P. 335.1
	Barnard Spur	M. P. 335.4
	Ivan Spur	M. P. 413.6

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers To or From
14	Shasta Retreat............M. P. 328.8	Any Station
90	Ivan.......................M. P. 413.6	Any Station
90	Setzer.....................M. P. 427.5	Any Station

DUNSMUIR SUBDIVISION WESTWARD

Time Table No. 35

April 17, 1927

Block Signals

STATIONS	Distance from Klamath Falls	FIRST CLASS					SECOND CLASS							
		11	15	17	91	13	215	229	223	231	235	221	217	241
		Shasta	Southern California Express	Cascade	Black Butte Passenger	Oregonian	Freight	Local Freight	Manifest Freight	Local Freight	Local Freight	Portland Manifest	Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
TO-R DUNSMUIR YARD 0.9	108.3						6.55 AM		2.15 PM		3.10 PM	6.00 PM	8.30 PM	4.50 AM
TO-R DUNSMUIR (Pass Sta) 3.3	107.4	s 1.30 AM	s 7.45 AM	s 11.48 AM		s 8.45 PM								
TO SHASTA SPRINGS 0.7	104.1		f			f								
SMALL 1.5	103.4	1.15	7.30	**11.33**		8.30	6.30		1.50		2.45	5.40	8.03	4.26
CANTARA 3.8	101.9	1.10	7.25	11.28		f 8.26	**6.25**		1.45		2.40	5.35	7.58	4.21
MOTT 2.1	98.1	12.56	7.10	11.16		f 8.10	**6.04**		1.20		2.15	5.19	**7.38**	4.01
AZALEA 3.2	96.0	12.49	7.02	11.10		f **8.02**	5.51		1.08		1.55	5.09	7.31	3.51
TO MOUNT SHASTA 2.4	92.8	12.42	f **6.54**	11.03		s 7.54	5.35		12.48		1.30	4.59	**7.21**	3.41
UPTON 3.2	90.4	12.35	**6.47**	10.56		f 7.46	5.22		**12.27**		12.55	4.50	6.55	**3.27**
DEETZ 2.7	87.2	12.28	6.39	10.48		f **7.38**	5.12		12.13		**12.36**	4.40	6.42	3.10
TO-R BLACK BUTTE 7.2	84.5	12.22 AM	6.31	f 10.41	s 7.00 PM	7.30 PM	5.00		12.04 PM		12.10 PM	4.30 PM	6.33	2.50
HOTLUM 3.8	77.3		6.16	10.26	f 6.45		4.36		11.41 AM				6.08	2.23
GRAHAM 1.2	73.5				f									
BOLAM 3.5	72.3		6.06	10.16	f 6.35		4.21		11.26				5.53	2.08
ANDESITE 4.1	68.8		5.59	10.09	f 6.28		**4.09**		11.08				5.35	1.51
COUGAR 2.9	64.7		5.50	**10.00**	f 6.19		3.42		10.52				5.22	1.38
JUNCTION (No Siding) 0.8	61.8		5.44	9.54	f 6.13		3.30		10.40	11.55 AM			5.10	1.26
TO GRASS LAKE 4.6	61.0		5.42	9.52	s 6.11		3.25		**10.35**	11.50			5.05	1.21
ERICKSON 4.1	56.4		5.33	**9.43**	f 6.02		3.00		**9.43**	**11.35**			4.45	12.56
PENOYAR 3.4	52.3		5.26	9.36	f 5.55		2.50		9.25	**11.15**			4.35	12.46
TO LEAF (No Siding) 1.3	48.9		5.20	9.30	s 5.49		2.42		9.15	10.40			4.27	12.38
TO BRAY 4.1	47.6		5.17	9.27	s 5.45		2.35		9.05	10.15			4.20	12.31
KEGG 4.0	43.5		5.10	**9.20**	f 5.38		2.25		8.55	**9.20**			4.10	12.21
JEROME 4.0	39.5		**5.03**	9.13	f 5.31		2.15		8.45	9.00			4.00	12.11
TO-R MT. HEBRON 2.7	35.5		4.56	9.06	s 5.24		2.05	5.05 AM	8.35	8.45 AM			3.44	12.01 AM
TO MACDOEL 1.6	32.8		**4.51**	9.01	s 5.18		1.41	**4.51**	8.15				3.26	11.49 PM
SOMERSET 4.3	31.2		4.48	8.58	f 5.13		1.35	4.35	8.05				3.20	11.43
MAY 4.5	26.9		4.40	8.50	f 5.05		1.25	4.15	**7.55**				3.10	11.33
TO DORRIS 4.5	22.4		4.32	**8.42**	s 4.57		1.15	4.00	7.44				**2.55**	11.23
CALOR 4.0	17.9		4.24	8.34	f 4.48		1.01	3.00	7.30				2.40	11.09
WORDEN 2.6	13.9		4.18	8.28	f 4.40		12.41	2.45	7.10				**2.26**	10.49
ADY 4.1	11.3		4.13	8.23	f 4.34		12.34	2.35	7.03				2.19	10.42
MIDLAND 3.9	7.2		4.05	8.15	f 4.26		12.24	2.25	6.53				2.09	10.32
TEXUM 3.3	3.3		3.57	8.07	f 4.17		12.16	2.15	6.45				2.00	**10.23**
TO-R KLAMATH FALLS	0.0		3.50 AM	8.00 AM	4.10 PM		12.01 AM	2.00 AM	6.30 AM				1.45 PM	10.00 PM
(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Time Over District		(1.08)	(3.55)	(3.48)	(2.50)	(1.15)	(6.54)	(3.05)	(7.45)	(3.10)	(3.00)	(1.30)	(6.45)	(6.50)
Average Speed per hour		20.21	27.42	28.26	29.82	18.32	15.69	11.56	13.97	8.30	7.93	15.86	16.04	15.85

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers To or From
13	Upper Soda Springs........M. P. 321.1	Any Station
13	Shasta Retreat.............M. P. 323.8	Any Station
91	Setzer........................M. P. 427.5	Any Station
91	Ivan...........................M. P. 413.6	Any Station

EASTWARD KLAMATH FALLS SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco Via Marysville		Time Table No. 35 April 17, 1927		Distance from Crescent Lake	FIRST CLASS			SECOND CLASS					
	224	226	228	16	92	18						15	17	91	209	211	227	213	225	223
	Manifest Freight	Local Freight	Local Freight	Puget Sound Express	Eugene Passenger	Cascade						Southern California Express	Cascade	Klamath Falls Passenger	Freight	Freight	Local Freight	Freight	Local Freight	Manifest Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Term. Yd. WFTPBK	7.35PM		8.10AM	10.45PM	8.00AM	**6.20**AM	429.5	Block Signals	TO-R KLAMATH FALLS	2.4	98.9	s 3.40AM	s 7.50AM	s 3.55PM	**6.20**AM	11.45AM	1.45PM	6.20PM		3.55AM
64 P	8.00		8.20	10.51	f 8.10	6.25	431.9		CHELSEA	2.1	96.5	3.32	7.45	f 3.45	6.05	11.35	1.25	6.10		3.45
68 P	8.20		8.30	10.57	f 8.16	6.30	434.0		WOCUS	4.9	94.4	3.27	7.40	f 3.39	5.55	11.28	1.05	6.00		3.35
83 P	8.45		9.00	11.07	s 8.27	6.38	438.9		TO ALGOMA	3.7	89.5	3.17	7.32	s 3.28	5.45	11.18	12.40	5.50		3.25
62 P	9.00		9.15	11.10	f 8.35	6.44	442.6		OUXY	4.6	85.8	**3.09**	7.26	f 3.20	5.35	11.00	12.10PM	5.40		**3.09**
83 P	9.25		9.35	11.22	s 8.42	6.51	447.2		MODOC POINT	4.6	81.2	3.02	7.19	s 3.13	5.25	10.50	11.55AM	5.30		2.57
69 P	9.50		9.50	11.29	f 8.49	6.58	451.8		LOBERT	4.9	76.6	2.55	7.12	f 3.06	5.15	10.40	11.45	5.20		2.47
90 WYP	10.20		**10.25**	11.37	s 8.57	**7.05**	456.7		TO CHILOQUIN	1.3	71.7	f 2.47	**7.05**	s 2.58	5.00	**10.25**	11.30	5.05		2.32
88 P	10.30		10.32	11.42	f 9.02	7.08	458.0		PINE RIDGE	3.1	70.4	2.45	7.02	f 2.53	4.50	10.09	11.00	4.50		2.17
66 P	11.00		**10.40**	11.47	f 9.07	7.13	461.1		BRAY MILL	2.6	67.3	2.40	6.57	f 2.48	4.43	10.03	**10.40**	4.43		2.07
					f		463.7		LUMBERTON (Spur)	1.6	64.7			f						
85 P	11.25PM		10.55	11.56PM	f 9.16	7.19	465.3		CALIMUS	2.6	63.1	2.33	6.51	f 2.39	4.33	9.55	10.05	4.33		1.57
					f		467.9		WARKO (Spur)	1.2	60.5			f						
10					f		469.1		MARTIN (Spur)	1.2	59.3			f						
122-71 WYPB	**12.06**AM	5.00PM	11.10AM	**12.06**AM	s **9.26**	7.26	470.3		TO-R KIRK	4.2	58.1	2.25	6.44	s 2.29	4.08	**9.26**	9.35AM	4.08	1.15AM	1.32
100 P	12.20	5.12		12.15	f 9.35	7.32	474.5		FUEGO	4.3	53.9	2.18	6.38	f 2.20	3.58	9.00		3.58	12.55	1.22
100 P	**12.40**	5.24		12.22	f 9.42	7.38	478.8		CHINCHALO	4.6	49.6	2.11	6.32	f 2.13	3.46	8.51		3.46	**12.40**	1.10
100 W P	**1.00**	5.36		**12.29**	f 9.49	7.45	483.4		LENZ	4.8	45.0	2.04	6.25	f 2.06	3.31	8.36		3.31	**12.29**AM	**1.00**
100 P	1.20	5.48		**12.36**	f 9.57	7.52	488.2		MAZAMA	4.4	40.2	1.56	6.18	f 1.58	3.11	8.16		3.11	11.53PM	**12.36**AM
100 P	**1.49**	6.01		12.42	f 10.04	**7.58**	492.6		DIAMOND LAKE	5.4	35.8	**1.49**	6.12	f 1.51	2.59	**7.58**		2.59	11.28	11.59PM
100 P	2.10	6.14		12.50	f 10.12	8.07	498.0		LONROTH	5.3	30.4	1.41	6.04	f 1.43	2.47	7.42		2.47	11.13	11.37
100 P	**2.33**	6.26		12.57	f 10.20	8.16	503.3		CHEMULT	3.9	25.1	1.33	5.57	f 1.35	**2.33**	7.28		2.33	10.58	11.25
100WYP	2.55	6.38		1.03	f 10.26	8.22	507.2		TO PAUNINA	7.6	21.2	1.27	5.51	f 1.29	2.18	7.13		2.18	10.45	11.15
100 P	3.10	6.54		**1.16**	f 10.37	8.32	514.8		MOWICH	4.7	13.6	**1.16**	5.40	f 1.17	2.02	6.57		2.02	10.30	11.00
100 P	3.30	7.04		1.24	f 10.45	8.41	519.5		KOTAN	4.5	8.9	1.09	5.33	f 1.09	1.50	6.45		1.50	10.15	10.45
100 P	3.45	7.15		**1.31**	f 10.52	8.48	524.0		UMLI	4.4	4.4	1.02	5.27	f 1.02	**1.31**	6.30		1.35	10.00	10.30
Term. Yd. WFYPBK	4.00AM	7.30PM		s 1.40AM	¶ s 11.00AM	s 8.55AM	528.4		TO-R CRESCENT LAKE		0.0	12.55AM	5.20AM	12.55PM	1.05AM	6.05AM		1.05PM	9.30PM	10.00PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(98.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(8.25)	(2.30)	(3.00)	(2.55)	(3.00)	(2.35)			Time over District			(2.45)	(2.30)	(3.00)	(5.15)	(5.40)	(4.10)	(5.15)	(3.45)	(5.55)
	11.75	23.24	13.60	33.90	32.96	38.29			Average speed per hour			35.96	39.56	32.96	18.83	17.45	9.79	18.83	15.49	16.71

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Passengers To or From
91 and 92	Mile Post 441.6	Any Station
¶91 and 92	Pelican Bay MP 432.5	Any Station

DUNSMUIR SUBDIVISION

	EASTWARD							Time Table No. 35 April 17, 1927		WESTWARD					
	SECOND CLASS	FIRST CLASS								FIRST CLASS			SECOND CLASS		
Capacity of Sidings in Car Lengths	222 Portland Manifest	94 Weed Passenger	14 Oregonian	12 Shasta	Distance from San Francisco Via Marysville			STATIONS	Distance from Ashland	93 Klamath Falls Passenger	13 Oregonian	11 Shasta	235 Local Freight	233 Local Freight	221 Portland Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
74-117 WYP	9.20 PM	7.35 PM	12.55 PM	7.18 AM	345.0	Block Signals	TO-R	BLACK BUTTE 2.0	85.3	s 12.35 PM	s 7.15 PM	s 12.21 AM	12.05 PM		4.20 PM
57 P	9.30	f 7.45	f 1.01	7.23	347.0 345.8			IGERNA 2.6	83.3	f 12.25	f 7.08	12.14	11.30 AM		4.05
59-77 WFYPKB	9.42	s 7.55 PM	s 1.14	7.34	348.4		TO-R	WEED 5.0	80.7	12.15 PM	s 6.58	12.07 AM	11.05 AM	2.10 PM	3.45
53 WYP	10.02		s 1.29	7.47	353.4		TO	EDGEWOOD 3.7	75.7		s 6.42	11.51 PM		1.50	3.00
77 P	10.12		**1.38**	7.55	357.1			METCALF 3.9	72.0		6.30	11.42		**1.38**	2.40
75 P	10.22		s 1.47	8.01	361.0		TO	GAZELLE 8.1	68.1		s 6.22	11.34		1.05	2.20
74 P	10.40		s **2.00**	8.14	369.1		TO	GRENADA 3.4	60.0		s 6.08	11.22		12.47	**2.00**
70 WPK	**11.12**		s 2.15	8.26	375.5	Block Signals	TO	MONTAGUE 5.2	53.6		s 5.53	**11.12**		12.30	1.34
71 YP	11.45 PM		f 2.25	8.36	380.7			SNOWDON 5.5	48.4		f 5.39	11.01		12.05 PM	1.19
57 P	12.05 AM		f 2.36	8.47	386.2			AGER 2.2	42.9		f 5.26	10.48		11.45 AM	1.01
24 P	12.15		f 2.41	8.52	388.4			THRALL 2.1	40.7		f 5.19	10.41		11.30	12.49
45 WP	12.25		f 2.46	8.58	390.5			KLAMATHON 2.6	38.6		f 5.13	10.34		11.20	12.37
Yard WFYPBK	1.30		s 3.01	s 9.12	393.1		TO-R	HORNBROOK 2.5	36.0		s 5.07	s 10.27		11.05	12.25 PM
73 P	1.50		3.10	9.20	395.6			PILOT 1.9	33.5		f 4.53	10.15		10.10	11.25 AM
72 P	2.05		f 3.18	9.28	397.5			ZULEKA 4.3	31.6		f 4.48	10.10		10.00	11.15
54 P	2.35		s 3.34	**9.40**	401.8		TO	HILT 1.0	27.3		s 4.36	9.57		**9.40**	10.55
22 P	2.40		3.37	9.42	402.8			COLE 0.8	26.3		4.34	9.55		9.15	10.50
78 WP	2.45		3.39	9.44	403.6			ORCAL 3.8	25.5		4.32	9.53		9.00	10.45
62 P	3.05		3.59	9.57	407.4			GREGORY 2.6	21.7		4.22	9.43		8.38	10.25
73 P	3.20		**4.15**	**10.05**	410.0			WHITE POINT 2.2	19.1		**4.15**	9.36		8.17	**10.05**
101 TP	3.45		s 4.25	10.17	412.2		TO-R	SISKIYOU 1.9	16.9		s 4.05	9.29		8.05	9.45
65 P	4.00		4.32	10.22	414.1			VIADUCT 1.5	15.0		3.53	9.18		7.52	9.30
23 P	4.10		4.38	10.27	415.6			WALL CREEK 1.3	13.5		3.47	9.13		7.42	9.13
75 P	4.20		4.43	10.32	416.9			FOLIAGE 2.4	12.2		3.41	9.08		7.32	8.58
60 WP	4.45		s 4.55	10.43	419.3			STEINMAN 3.6	9.8		f 3.32	9.00		7.20	8.43
76 P	5.15		f 5.05	10.53	422.9			MISTLETOE 2.6	6.2		f 3.17	8.48		7.00	8.20
76 P	5.55		5.15	11.02	425.5			CLAWSON 3.6	3.6		f 3.08	8.39		6.45	8.05
Term. Yd. WFTPBK	6.25 AM		s 5.25 PM	s 11.10 AM	429.1		TO-R	ASHLAND	0.0		3.00 PM	8.30 PM		6.30 AM	7.50 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(85.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(9.05)	(0.20)	(4.30)	(3.52)				Time Over District		(0.20)	(4.15)	(3.51)	(1.00)	(7.40)	(8.30)
	9.39	13.80	18.92	22.06				Average Speed per hour		13.80	20.07	22.15	4.60	10.53	10.03

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At		Passengers To or From
13 and 14	Gregory Section House	MP 407	Any Station

DUNSMUIR SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 232 Mixed	EASTWARD FIRST CLASS	Distance from San Francisco Via Marysville		Time Table No. 35 April 17, 1927 STATIONS	Distance from Junction	WESTWARD FIRST CLASS	WESTWARD SECOND CLASS 231 Mixed
	Leave Daily Ex. Sunday							Arrive Daily Ex. Monday
Term. Yard WFYPBK	8.30AM		348.4	TO-R	WEED	24.0		s 1.55PM
11	f 8.50		351.7		3.3 EVANS (Spur)	20.7		f 1.37
29	f 9.05		353.9		2.2 GEAGAN	18.5		f 1.24
11	f 9.25		358.5		4.6 HOEY	13.9		f 1.07
36 P	f 9.45		360.6		2.1 DELANEY	11.8		f 12.55
30 P	f 10.10		365.9		5.3 MORRISON	6.5		f 12.34
YP	f 10.17		366.5		0.6 MORRISON WYE	5.9		f 12.30
P	f 10.32		369.2		2.7 PINELAND (No Siding)	3.2		f 12.18
P	s 10.50AM		372.4 367.7	R	3.2 JUNCTION (No Siding)	0.0		12.05PM
	Arrive Daily Ex. Sunday				(24.0)			Leave Daily Ex. Monday
	(2.20) 10.21							(1.50) 13.09

Westward trains are superior to trains of the same class in the opposite direction.

Telephone between stations: MP 359.5.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

The Following Applications and Additions are made to the Book of Rules:

RULE 2. The following are designated Watch Inspectors:

San Francisco, 65 Market St., S. A. Pope, Supervisor Time Service.
Sacramento, Cal., 1008 K St., H. T. Harger
Red Bluff, Cal............G. C. Wilkins
Redding, Cal..........F. R. Dobrowsky
Dunsmuir, Cal...Carlquist & Nunamaker
Weed, Cal.................Joseph Chenis
Klamath Falls, Ore.........A. F. Glover
Ashland, Ore..........W. H. Hodkinson

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only first class trains and trains originating or terminating will register at Dunsmuir (Passenger Station). Two train registers will be maintained at Dunsmuir Yard, one for the Gerber Subdivision and one for the Dunsmuir Subdivision. First-class trains will register by ticket at Dunsmuir Yard.

Westward first class trains registering by ticket at Dunsmuir Yard must be shown only on the Gerber Subdivision register. Registration of westward first-class trains arriving Dunsmuir (Passenger Station) and eastward first class trains leaving Dunsmuir (Passenger Station) will be transmitted by telephone by the operator at Dunsmuir (Passenger Station) to the operator at Dunsmuir Yard who must enter same on the Dunsmuir Subdivision register. Operators will be held responsible for proper transmission and entry and the entry must be verified by the operator at the yard office repeating the registration to the operator at the passenger station.

The Dunsmuir Subdivision register at the yard office must be checked as per Rule 83-C and any first or second class train appearing on the Dunsmuir Subdivision register at Dunsmuir Yard need not be checked against at Dunsmuir (Passenger Station).

The passenger station at Dunsmuir will be the initial and terminal point for first class trains and Dunsmuir Yard for all other trains.

RULE 83 (B). Trains not required to stop will register by ticket at Kirk, Mt. Hebron, Siskiyou, Weed, Black Butte, Dunsmuir Yard and Redding.

RULE 83 (D). First class trains will obtain clearance card before leaving Dunsmuir Yard. Trains must obtain a clearance card before leaving
Hornbrook
Redding

RULE 93. Yard limits are defined by yard limit signs at the following stations
Gerber
Redding
Dunsmuir
Black Butte
Weed
Hornbrook
Ashland
Mount Hebron
Klamath Falls
Kirk
Crescent Lake

Road crews performing initial, terminal or turning point switching in Redding, Mt. Hebron, Weed or Kirk yard will be considered as yard crews within the meaning of Rule 93 of Rules and Regulations of the Transportation Department.

First class trains may occupy main track without flag protection while doing station work at Gerber, Dunsmuir, Black Butte, Klamath Falls, Kirk, Crescent Lake and Ashland except when on time of a first class train.

RULE 98. The normal position of Junction Switch (1,200 feet west of train order office) Black Butte is for Cascade Line.

East Siding extends from east end Black Butte Yard to the Cut-Off at east end of east leg of wye.

West Siding extends from connection Siskiyou main track 1,000 feet east of Train Order Office to extreme west switch.

Westerly extension of the East Siding from east switch of east leg of wye to connection with Siskiyou main track 800 feet east of east water column Black Butte must be kept clear and used as running track for engines to and from wye.

The normal position of junction switch at Junction eight-tenths mile west of Grass Lake is for Cascade line.

Eastward trains via Delaney will not foul Cascade line at Junction eight-tenths mile west of Grass Lake without first protecting their train against eastward trains via Cascade line as per Rule 99. A derail and double arm indicator located just west of Junction switch.

RULE 221. That portion reading "Train-order office hours will be shown in the Time Table" is cancelled.

When train-order signal indicates proceed in both directions by day and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts affecting trains are located:

Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.
White Point—1000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.
Leaf—Fouling point west switch.
Texum—Near middle of yard.

Westward Trains:—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.

RULE 867. Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below, where trainmen will make careful inspection of all cars in train:

Steinman	10 minutes
Gregory	5 minutes
Cole or Orcal	5 minutes
Mile Post 359½ (Weed-Grass Lake Line)	5 minutes
Morrison	10 minutes
Weed or Edgewood	5 minutes
Mott or Azalea	5 minutes
Andesite or Bolam	5 minutes

When train is delayed at White Point or Foliage ten minutes, and inspection is made at such points, it will not be necessary to make further stop at next station, as above shown.

Freight trains between Gerber and Redding if stopped at Redding, need not make an additional stop for inspection, providing running inspection of train is made at Red Bluff.

Light engines on descending grade will stop sufficient time at regular freight train inspection station for inspection of engine and to permit heat of tires to equalize.

RULE 873.
DESCENDING LONG GRADES:

This applies between Edgewood and Delta
Snowdon and Ashland
Grass Lake and Weed
Grass Lake and Black Butte

RULE 875. Running air brake test must be made:

Snowdon	Eastward passenger trains.
Black Butte	Westward passenger trains. Eastward passenger trains via Weed.
Grass Lake	Westward passenger trains.

RULE 876. Standing air brake test must be made:

Siskiyou	All trains.
Grass Lake	Westward freight trains. Westward passenger trains via Morrison.
Hornbrook	Eastward trains
Black Butte	Westward freight trains from Siskiyou line. Eastward freight trains to Siskiyou line.

Eastward trains which have made standing air brake test at Mt. Shasta or Deetz need not make standing test at Black Butte.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pounds reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

AUTOMATIC BLOCK SYSTEM

Trains stopped by Signals 2134, 2141 or 2149 at Gerber; 3208 or 3209 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 3928 or 3935 at Hornbrook and 4292 West of Station Klamath Falls; 5282 at Crescent Lake, may then proceed with caution, not exceeding six miles per hour.

Route blade on Signal 4112 at west end of Tunnel No. 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to enter Siskiyou on main track.

When west switch of siding at Siskiyou is lined for siding and siding is not occupied between west switch and point sixty feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track, top arm of Signal 4112 will indicate stop and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing train is required to take siding.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass Signal 4125 until it is known that opposing train has passed Signal 4112 at west end of Tunnel 13.

When necessary to send flagman through tunnel 13 train must wait until flagman calls on telephone from opposite end of tunnel and advises that track is clear for train to proceed.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

Train occupying sidings or other tracks in territory protected by light signals must not open switch nor foul main track except under flag protection, when light is displayed in outgoing light signal unless train to be met has just passed. If light signal displays no indication account snow in hood, snow must be removed.

When leaving Automatic Block Signal territory, a fusee must be left at, or near, the last signal in the direction train is moving. Conductors and enginemen having knowledge from any source of a train preceding them less than ten minutes leaving Block Signal territory, must space themselves at last signal in accordance with Rule 91.

Signals in Dunsmuir Yard will govern tracks as follows:

Signal 3218 governs movement from work track through cross-over and on main track to Signal 3222.

Dwarf light Signal 3214 at derail east end of drill track governs movement from drill track to work track and will indicate clear only when both derail and switch to work track are open and track is unoccupied.

Signal 3222 governing eastward trains is located on left side of track.

INTERLOCKING

Switches at east end of westward siding at overhead bridge Redding are electrically controlled and operated from telegraph office. Trains stopped by signals must communicate with operator by telephone located on cabinet near switches and if authorized, movement may be made following flagman as per Rule 509. Prefix letter "S" applied to Number Plate Dwarf Light Signal 2586 west limits Redding identifies it as semi-automatic signal.

USE OF RETAINERS

Passenger Trains

All retainers will be used from Siskiyou to Ashland except that accessible retainers will be turned down after passing Yard Limit Board, Ashland, and from Siskiyou to Orcal and before passing over Bailey Hill until the water stop is made at Hornbrook, except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

Accessible retainers to be used Black Butte to Edgewood.

From Azalea to East Switch, Dunsmuir, accessible retainers to be used, except that if stop is made at Shasta Springs or west, retainers may be released.

Pineland to Mile Post 359½ near Delaney.

In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

All retainers will be used descending grade between Ashland and Hornbrook, except that on eastward trains of empties, or trains consisting of loads and empties, every other retainer may be used on rear portion of the train.

It must be understood that all retainers must be used descending grade from Siskiyou to Hornbrook, and if necessary to cut out brake on any car conductor and engineman must be notified before train is allowed to proceed. Retainers must be turned down momentarily ascending grade Orcal to Hilt.

Sufficient retainers to control train will be used on descending grade between Dunsmuir and Edgewood, Snowdon and West switch at Hornbrook, and not less than fifty per cent of retainers must be used between Edgewood and Dunsmuir. When all retainers cannot be used, due to light grade condition, or trains consisting principally of empties, all retainers should be used on head end of train and every other retainer or every third retainer, as conditions warrant, must be turned up throughout remainder of train.

If stop is made between Thrall and Hornbrook, retainers must be turned down.

All retainers must be used descending grade Grass Lake to Mile Post 359½ near Delaney and sufficient retainers to control the train will be turned up on head end of train descending grade Kirk to Pine Ridge.

Retainers must be turned up on half of loaded cars in train, one-half of them to be turned up solid on head and remainder to be turned up on every other car until required number are turned up, Grass Lake to Black Butte.

Retainers on one-fourth of the cars in train will be turned up on head end of all trains of forty-five cars or more Dunsmuir to Gibson.

Additional retainers will be turned up or down on instructions of engineer, if in his judgment it is necessary.

On loaded freight cars, except refrigerator cars, equipped with the 10-20 and 15-30 pound retainers, the maximum retaining pressure must be used on descending grade between Hornbrook and Ashland.

MISCELLANEOUS

1. Should air brakes become inoperative from any cause, train must be immediately secured with hand brakes and neither engine nor cars moved until brakes are made operative. Chief Train Dispatcher must be advised immediately of the trouble and if engineman cannot make repairs another engine must be called for. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a safe rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engines with defective air compressor are inoperative, Engineman will place reverse lever in opposite motion to which train is to be moved, and set hand brake on engine tender if moving forward in direction before disabled train is moved. Enginemen and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

2. Not more than one 2-10-2, SP-1 and 2 or Mallet type engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. 2-10-2, SP-1 and 2 or Mallet type engines must not be coupled ahead of 2200 or 2900 type engines when tonnage behind 2200 is in excess of its rating as shown in time table.

3. Helper enginemen on passenger trains will close cut-out cock between reducing valve and signal valve in air signal line, allowing signal system to be charged from road engine.

4. At points where engine is to be changed or cars set out or picked up, rear brakeman will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one half mile from station.

5. Automatic street crossing signals do not protect crossings against movements on auxiliary tracks or reverse movements on main track. Trainmen must protect crossings while such movements are being made.

6. Outfit cars must not be left in front of warehouses, storehouses, or other buildings.

7. Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

8. Engines equipped with pilot plows must not be operated past log landings.

9. Instructions for setting hand brakes at Dunsmuir.

Passenger Trains	Two brakes on East End. Three brakes on West End.
Freight Trains.	Three brakes on East End. Ten brakes east of overhead bridge. Seven brakes on West End.

10. Instructions for setting hand brakes at Dunsmuir Yard.

Passenger Trains	Three brakes on East End. Four brakes on West End.
Freight Trains	Ten brakes on West End. Ten brakes in center of train. Five brakes on east end.

11. Instructions for setting hand brakes at Ashland.

Passenger Trains	Two brakes on east end. Two brakes on west end.
Freight Trains	Five brakes on east end. Five brakes on west end.

12. Instructions for setting hand brakes at Klamath Falls.

Passenger Trains	Two brakes on west end. Two brakes on east end.
Freight Trains	Five brakes on west end. Five brakes on east end.

13. Hand brakes on freight trains must be set with the assistance of a brake club after train has come to a stop. Any employe releasing any of these brakes, must set as many others to replace them.

14. Engines must not be cut off until sufficient hand brakes set to secure train and yard air must not be coupled into train until engine is cut off.

15. Engines of freight trains, except eastward at Morley, must be detached to take oil.

16. Locomotive cranes or other similarly constructed cranes must be handled in train with heavy end forward and must be moved in local freight trains.

GERBER SUBDIVISION

21. At Redding, eastward siding is first track from main track going east to connection with westward siding at water column. Westward siding is second track from main track going east and continues to overhead bridge. Normal position of inside switches is for eastward siding.

22. Freight cars must not be left on coach track, Redding, when track is occupied by passenger cars.

23. SP-1 and 2, Mallet and 2-10-2 type engines must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Red Bluff	Pioneer Fruit Spur.
Redding	Hoefer's and Sterling Lumber Co. Spurs.
Kennet	High Line Spur.
Pollock	Spur.
Lamoine	Industry Tracks.
Gibson	Spur.
Dirigo	Industrial Tracks.

Engines larger than Mikado must not use bridge on high line at Kennet.

24. Engines must not use cross-over to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

25. Westward first class trains will not pass fouling point at first lead switch west end of Dunsmuir without a proceed signal from yardman.

26. Eastward trains, except first class, will not enter west end Dunsmuir Yard without proceed signal from yardman.

DUNSMUIR SUBDIVISION

30. SP-1 and 2 Mallet and 2-10-2 type engines must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Pioneer	Industry Tracks beyond warehouse.
Barnard	Industry Tracks.
Mount Shasta	Schuler Knox Spur.
Deetz	Stem of Wye to Black Butte Quarry.
Igerna	Spur.
Weed	Shed Spur.

31. Locomotives must not operate over following Industrial Tracks.

Upton	General Oil Spur.
Montague	Wetzel Spur.
Ager	Spur.
Midland	House track and stock track.

32. Thrall siding must not be used by passenger trains, SP-1 and 2, 2-10-2 or Mallet type engines, except that two hundred feet of siding at west end may be used by light engines of any class. Engines must not use track of California, Oregon Power Co. at Thrall.

33. Engines larger than a consolidation must not be operated on industrial tracks between Bray and Klamath Falls and must use cars from the train when necessary to do the work.

34. At Mt. Hebron eastward siding is located on left hand side of main track going east and westward siding on left hand side of main track going west.

East end of crossover switch on west siding at Mt. Hebron must be normally lined for stock track.

36. When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

37. Freight trains which cannot get into clear at Cantara for first class trains will remain at Small or Mott.

38. Rear brakemen on freight trains descending grades between Dunsmuir-Metcalf, Snowdon-Ashland, Grass Lake-Weed, Grass Lake and Black Butte will observe track from rear door of caboose that trains may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track.

On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

39. Freight trains taking siding at Grass Lake stop east of east house track switch to permit engine movement around wye track.

40. On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

41. The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir and Ashland, Hoey and Grass Lake: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

42. The tonnage of any freight train between Siskiyou-Hornbrook and Siskiyou-Ashland must not exceed 100 Ms per operative brake or 56 loads when handled on descending grade by Mallet, 2-10-2 or SP type engines. When other class engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The limit of cars on eastward trains of empties will be governed by the full crew requirements.

43. The tonnage of any freight train descending grade Grass Lake and Weed via Morrison must not exceed 90 Ms per operative brake, nor 120 Ms per operative brake between Edgewood and Dunsmuir.

44. Light engines arriving at Dunsmuir from east, and at Ashland from west, desiring to enter roundhouse lead will sound whistle signal as follows o ——— o o.

45. Siding at Weed is located east of station building on opposite side of main track.

46. SP-1 and 2 type engines backing up must not use back coach track at Weed from east leg of wye.

47. Following whistle signals will be used by Siskiyou line trains to recall flag between Junction Switch at Black Butte and Weed and by trains operating between Weed and Junction Switch, eight-tenths mile west of Grass Lake via Delaney.

From East ——— ——— ——— ——— ——— ———.
From West ——— ——— ——— ——— o.

48. Switch at stem of wye at Weed is initial switch for trains to and from Grass Lake via Morrison.

49. No movement of trains, engines or cars must be made on old siding in front of telegraph office Weed while a train is moving on main track.

50. Unless otherwise instructed, westward passenger trains entering Ashland yard will use siding which is first track paralleling main track. Eastward passenger trains will use main track.

Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track.

Westward freight trains will use No. 4 track and when necessary double to No. 2 track.

During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse, leaving all main track switches lined for main track.

51. Westward passenger trains making station stop at Steinman will stop with rear end west of the east switch.

KLAMATH FALLS SUBDIVISION

55. Engines larger than a Consolidation must not be operated on industrial tracks between Klamath Falls and Kirk.

56. Locomotives must not operate over Algoma log spur and must use cars from the train when necessary to do the work.

SCALES

60. Track scale at Matheson is private scale.

WATER SUPPLY BETWEEN STATIONS

61. Three-quarter mile east of Cantara, one-quarter mile east of Grenada.

SPEED RESTRICTIONS

70. Speed of Passenger Trains must not exceed **50** miles per hour.

Speed of Freight and Mixed Trains must not exceed **35** miles per hour.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Trains must not exceed the speed in miles per hour shown below. This does not authorize exceeding other speed restrictions specified.

Page	BETWEEN	Passenger	Freight	LIGHT ENGINES Running Forward	LIGHT ENGINES Running Backward
2-3	Gerber and Redding	50	35	30	25
2-3	Redding and one mile east of Middle Creek	40	35	30	25
2-3	One mile east of Middle Creek and Dunsmuir	28	20	25	15
4-5	Dunsmuir and Azalea	25	20	25	15
4-5	Azalea and Deetz	30	20	25	15
4-5-7	Deetz and Edgewood	25	20	25	15
4-5	Black Butte M.P. 345 to 355½	35	25	25	15
4-5	M.P. 355½ to Grass Lake	45	35	30	20
4-5	Grass Lake to Worden	45	35	30	25
4-5	Worden and Klamath Falls	45	30	20	15
6	Klamath Falls and Wocus	45	35	30	20
6	Wocus and Ouxy	40	30	30	20
6	Ouxy and Crescent Lake	45	35	30	25
7	Edgewood and Snowdon	50	35	30	20
7	Snowden and Ager	30	20	25	15
7	Ager and Thrall	25	20	25	15
7	Thrall and Hornbrook	30	20	25	15
7	Hornbrook and Hilt	25	15	20	10
7	Hilt and Cole	30	20	20	10
7	Cole and Clawson	25	15	20	10
7	Clawson and Ashland	30	20	20	10
8	Weed and Delaney	28	18	20	10
8	Delaney and Morrison	25	15	20	10
8	Morrison and Junction	28	18	20	10

On dredger fills between Worden and Midland, Texum and Klamath Falls, Wocus and Ouxy, trains will not exceed forty miles an hour.

By ordinance, the rate of speed of trains over street crossings is limited to eight miles per hour within the city limits of Redding and 12 miles per hour within the city limits of Red Bluff.

Mikado, Consolidation, 2-10-2 and SP-1 and 2 type engines must not exceed 45 mile per hour.

SP-1 and 2, F-3, F-4, and F-5 type engines must not exceed 28 miles per hour and F-6 25 miles an hour between one mile east of Middle Creek and Edgewood and Snowdon and Clawson.

Mallet Mogul type engines, 4200 to 4211 inclusive, must not exceed 35 miles per hour and when running light must not exceed 20 miles per hour between Ashland and Snowdon, Edgewood and one mile east of Middle Creek.

Mallet Consolidation type engines, 4000 to 4059 inclusive, must not exceed 20 miles per hour.

Yard engines must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Trains with Mallet, F-4, F-5 and F-6 and SP-1 and 2 type engines must not exceed 10 miles per hour and trains with other class of engines 15 miles per hour through cross-overs, turn-outs and on sidings.

Mallet, 2-10-2 and SP-1 and 2 type engines must not exceed 6 miles per hour backing through cross-overs or turn-outs.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Trains handling logs must not exceed 20 miles per hour and must reduce speed to 6 miles per hour through tunnels and over bridges, and must stop and conductor know by inspection that loads of logs are safe before passing through tunnels or over bridges and must use two Dietz lanterns placed on the rear of caboose after dark in order to enable crew to detect any logs that may have fallen from train.

Speed must be reduced to 10 miles per hour when delivering ice or bundles of paper.

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	BETWEEN		Structure	Height	Crossing
276.6	Kennet	Pitt	Tunnel No. 2	17′ 5½″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 2″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 2½″	
286.4	Elmore	Antler	Bridge No. 3	21′ 9¼″	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21′ 2″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 2½″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 00″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 8⅝″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 1″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 1½″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crag	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crag	Bridge No. 15	21′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′ 00″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 00″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 00″	
414.6	Viaduct	Wall Creek	Tunnel No. 14	18′ 3″	
415.2	Viaduct	Wall Creek	Tunnel No. 15	18′ 6″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 4″	
407.8	Dorris	Calor	Tunnel No. 1	21′ 4″	
400.0	Dorris	Calor	Tunnel No. 2	21′ 4″	
427.1	Texum	Klamath Falls	Highway Bridge	21′ 11″	S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	21′ 10″	Sprague River

Steinman, Cantara and Sims water tanks, impaired side clearance.

Employes are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage	96,200	....	77,900
Baggage—(Dynamo)	101,800	....	....
Baggage and Mail 60 ft.	97,800	....	....
Baggage and Mail 69 ft.	124,900	....	....
Baggage and Mail	....	97,800	78,800
Baggage and Passenger	....	....	66,800
Baggage—(CM&StP)	125,000	....	....
Express Refr. (NP RR)	....	74,000	60,000
“ “ (GN RR)	....	....	70,000
“ “ (A.R.E.) 40- 154	....	78,000	....
“ “ “ 155- 225	....	89,000	....
“ “ “ 500- 506	....	110,000	....
“ “ “ 1101-1175	....	85,000	....
“ “ (P.F.E.) 500- 799	....	83,000	....
Tea and Silk	....	....	48,000
Express Horse	130,000	....	96,200
Postal 40 ft.	71,800	....	....
Postal 60 ft.	113,800	....	....
Club	135,300	121,400	....
Business	178,500	141,600	114,200
Business (CM&StP)	141,000	....	....
Chair	99,200	....	84,300
Coaches 60 ft.	101,200	....	....
Coaches 71 ft.	138,200	....	....
Coaches 72 ft.	119,900	....	....
Coaches (CM&StP)	133,000	....	....
Coaches	....	....	75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,600
Pullman Observation	148,000	142,000	121,700
Pullman Parlor	150,000	142,000	....
Pullman Standard Sleeper	158,000	145,000	....
Pullman Tourist	....	135,000	....
CM&StP Tourist Sleeper	141,000	....	....

RATING OF LOCOMOTIVES
(In M's of 1000 Pounds Back of Tender)

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS		Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood	Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Dunsmuir to Gerber	Black Butte to Grass Lake	Grass Lake to Klamath Falls Crescent Lake to Mt. Hebron	Mt. Hebron to Dunsmuir	Klamath Falls to Crescent Lake
				Single	Single	Single	Single	Single	Single	Single	Single	Double Hooker Hill	Single	Single	Single	Single
E-5	E-69 18/24 69	1383, 1386, 1387, 1392, 1394, 1396, 1397, 1401	Saturated	165	200	360	760	760	510	760	1410	1560	....	....	....	....
E-24	E-69 18/26 73	1459 to 1463	Saturated	165	240	420	850	850	580	850	1550	1710	....	....	....	....
T-13	T-57 18/24 66	2109	Saturated	145	300	440	870	870	600	870	1550	1710	....	....	....	....
T-2	T-63 19/24 105	2221 to 2234	Saturated	160	250	440	910	910	610	910	1680	1850	....	....	....	....
T-1	T-63 20/26 112	2235 to 2273	Saturated	180	410	680	1320	1320	910	1320	2360	2600	1050	3250	1600	1850
T-25	T-69 20/28 134	2274 to 2281	Saturated	200	....	....	1400	1400	....	1400	2540	2800	....	....	....	....
T-23	T-63 21/28 148-S	2301 to 2308, 2310	Superheated	210	590	1010	1930	1930	1350	1930	3430	3780	....	....	....	....
T-28	T-63 22/28 162-S	2311 to 2352	Superheated	210	700	1100	2120	2120	1480	2120	3770	4140	1750	5250	2600	3050
P-5	P-77 22/28 141-S	2438 to 2452	Superheated	200	....	....	....	....	....	....	2840	3140				
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	Superheated	210	800	1260	2360	2380	1670	2380	4190	4610	1950	5850	2950	3400
C-9, 10	C-57 22/30 194-S		Superheated													
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830	Saturated	200	690	1100	2100	2100	1470	2100	3720	4090	1700	5150	2550	3000
C-2	C-57 22/34 180-S	2600 to 2611	Superheated	190	710	1120	2130	2130	1490	2130	3760	4130	1900	5550	2800	3200
C-2	C-57 22/34 172	2600 to 2611	Saturated	185	670	1070	2040	2040	1430	2040	3610	3970	1700	5050	2550	2950
C-4	C-57 22/34 183-S	2612 to 2623	Superheated	190	700	1110	2120	2120	1480	2120	3750	4120	1900	5550	2800	3200
C-4	C-57 22/34 176	2612 to 2623	Saturated	185	660	1060	2030	2030	1420	2030	3600	3960	1700	5050	2055	2950
C-5	C-57 22/30 187-S	2624 to 2679	Superheated	210	810	1260	2380	2380	1680	2380	4200	4610	1950	5850	2950	3400
C-5	C-57 22/30 185-S	2680 to 2693	Superheated													
C-8	C-57 22/30 192-S	2698 to 2751	Superheated													
C-5	C-57 22/30 180	2624 to 2679	Saturated	200	690	1100	2100	2100	1470	2100	3730	4100	1700	5150	2550	3000
C-5	C-57 22/30 178	2680 to 2693	Saturated													
C-8	C-57 22/30 184	2698 to 2751	Saturated													
TW-1	TW-54 22/26 147	2900, 2904, 2905, 2908, 2911 to 2913	Saturated	180	580	930	1790	1790	1250	1790	3180	3500	....	....	....	....
TW-8	TW-54 21/32 155	2914 to 2923	Saturated	180	550	900	1750	1750	1210	1750	3130	3450	....	....	....	....
TW-4	TW-56 20/30 114	2926	Saturated	160	450	710	1380	1380	960	1380	2450	2700				
TW-4	TW-56 20/30 122	2927, 2929	Saturated													
MK-2	MK-57 23¾/30 206-S	3200 to 3215	Superheated	210	930	1470	2780	2780	1950	2780	4910	5400	....	....	....	....
MK-4	MK-57 23¾/30 206-S	3216 to 3240	Superheated	200	860	1370	2620	2620	1830	2620	4640	5100	....	....	....	....
MK-5, MK-6	MK-63 26/28 210-S	3241 to 3277	Superheated	200	950	1500	2840	2840	2000	2500	5040	5540	....	....	....	....
F-6	F-63 29½/32 314/B-61-SF	3769	Superheated	200	1250	2000	5200	3930	2600	3700	6960	7650	3300	8000	4900	5650
F-1	F-63 27½/32 273-S	3600 to 3652	Superheated	200	1160	1830	3150	3150	2430	3150	6100	6700	2900	8000	4300	4950
F-4, F-5	F-63 29½/32 306/B-61-SF	3668 to 3763	Superheated	200	1250	2000	5200	3930	2600	3700	6960	7650	3300	8000	4900	5650
F-5	F-63 29½/32 306/B-62-SF	3764 to 3768														
MC-2	MC-57 $\frac{26-40}{30}$ 394	4000 to 4016	Saturated	200	1590	2530	4830	4830	3380	4830	8600	8000	....	....	....	....
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028	Saturated													
MC-6	MC-57 $\frac{26-40}{30}$ 401-S	4029 to 4048	Superheated													
MM-2	MM-63 $\frac{25-38}{28}$ 320	4200 to 4211	Saturated	200	1130	1830	3510	3510	2450	3250	6270	6890	2950	8000	4400	5050
MM-2	MM-63 $\frac{25\ 38}{28}$ 320-SF	4200 to 4211	Superheated	200												
MT-1, 3	MT-73 28/30 246/B-60-SF	4300 to 4335	Superheated	200	1000	1660	3340	3340	2310	3240	6220	6850	2550	7800	3850	4500
SP-1	SP-63 $\frac{-25-}{28\ 32}$ 316/B-60-SF	5000 to 5015	Superheated	225	1440	2300	4750	4750	3140	4440	8000	8000	3650	8000	5400	6250
SP-2	SP-63 $\frac{-25-}{28\ 32}$ 317/B-61-SF	5016 to 5038	Superheated	225	1440	2300	4750	4750	3140	4440	8000	8000	3650	8000	5400	6250
Allowance for Empty and Underloaded Cars		Under 40 M's		....	3	3	3	3	3	3	3	3	3	3	3	3
		Over 40 M's		....	0	0	0	0	0	0	0	0	0	0	0	0

Class "C"—Consolidation Engine.
" "T"—Ten-Wheeler.
" "MM"—Mallet Mogul.

Class "M"—Moguls MK"—Mikado.
" "TW"—Twelve Wheelers.
" "MC"—Mallet Consolidation.

Class "MT"—Mountain Type
" "E"—Eight-Wheeler.
" "P"—Pacific Type.

Class "F-1-3-4-5-6"—Two-ten-two Type.
" "SP-1 and 2"—Southern Pacific Type.

RULING GRADES

District	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Gerber to Dunsmuir	1.27	10°	1.27
Middle Creek to Gerber	0.80	2°	0.87
Dunsmuir to Edgewood	2.2	14°	2.2
Snowdon to Edgewood	1.00	10°	1.00
Edgewood to Hornbrook	1.00	10°	1.00
Hornbrook to Ashland	3.3	14°	3.3
Hornbrook to Snowdon	1.8	10°	1.8
Dunsmuir to Mt. Shasta	2.2	14°	2.2
Mt. Shasta to Grass Lake	1.42	10°	1.42
Klamath Falls to Kirk	0.85	4°	0.85
Kirk to Crescent Lake	0.4	2°	0.4
Klamath Falls to Mt. Hebron	0.4	4°	0.4
Mt. Hebron to Grass Lake	1.0	4°	1.0

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

SPECIAL INSTRUCTIONS—Concluded.

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All Engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engines	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 lbs.
MC-2	4002 to 4016	53	42760 lbs.
MC-4	4017 to 4028	53	43130 lbs.
MC-6	4029 to 4043	53	43230 lbs.
MC-6	4044 to 4048	53	42680 lbs.
MK-2	3200 to 3203, 3205, 3206, 3210, 3211	49	46140 lbs.
MK-4	3216 to 3230, 3232 to 3235	49	45560 lbs.
MM-2	4200 to 4211	56	46300 lbs.
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 lbs.
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 lbs.
TW-2	2946, 2948 to 2953	43	25860 lbs.
TW-4	2926 to 2931	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of Enginemen and must in no way conflict with instructions governing speed of trains.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Dunsmuir	Dr. W. G. Tucker	District Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Mt. Shasta	Dr. Paul Wright	District Surgeon.
Weed	Dr. W. E. Tebbe	District Surgeon.
Weed	Dr. C. W. Nutting	District Surgeon.
Montague	Dr. G. W. Dwinnell	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hornbrook	Dr. Irving L. Ward	District Surgeon.
Hilt	Dr. F. B. Lucas	District Surgeon.
Ashland	Dr. F. G. Swendenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J Bailey	District Surgeon.
Red Bluff	Dr. J. A. Owen, Jr	District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. E. Reed	District Surgeon.
Redding	Dr. C. A. Mueller	Assistant District Surgeon
Dorris	S. W. Cartwright	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	District Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon.
Chiloquin	Dr. W. L. Cameron	District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO, CAL.
S. P. HOSPITAL	SACRAMENTO, CAL.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS

GERBER
REDDING
KENNET
DUNSMUIR
MT. SHASTA
WEED
MONTAGUE
HORNBROOK
ASHLAND
KLAMATH FALLS
DUNSMUIR YARD

MILEAGE

Main Lines

Gerber to California-Oregon State Line	C. P. Ry.	190.66
California-Oregon State Line to Ashland	O. & C. R. R.	27.61
Black Butte Jct. to California-Oregon State Line	C. P. Ry.	67.23
California-Oregon State Line to Crescent Lake	C. P. Ry.	117.23
Total Main Line		402.73

BRANCH

Weed to Junction	C. P. Ry.	24.02
Total Shasta Division		426.75

TRAINMASTERS

J. J. SULLIVAN	Dunsmuir, Cal.
H. A. SPRAGUE	Klamath Falls, Ore.
H. G. McCARTHY	Dunsmuir, Cal.

G. W. ROSE, Asst. Trainmaster, Crescent Lake, Ore.

CHIEF TRAIN DISPATCHER

M. A. WALLACE	Dunsmuir, Cal.

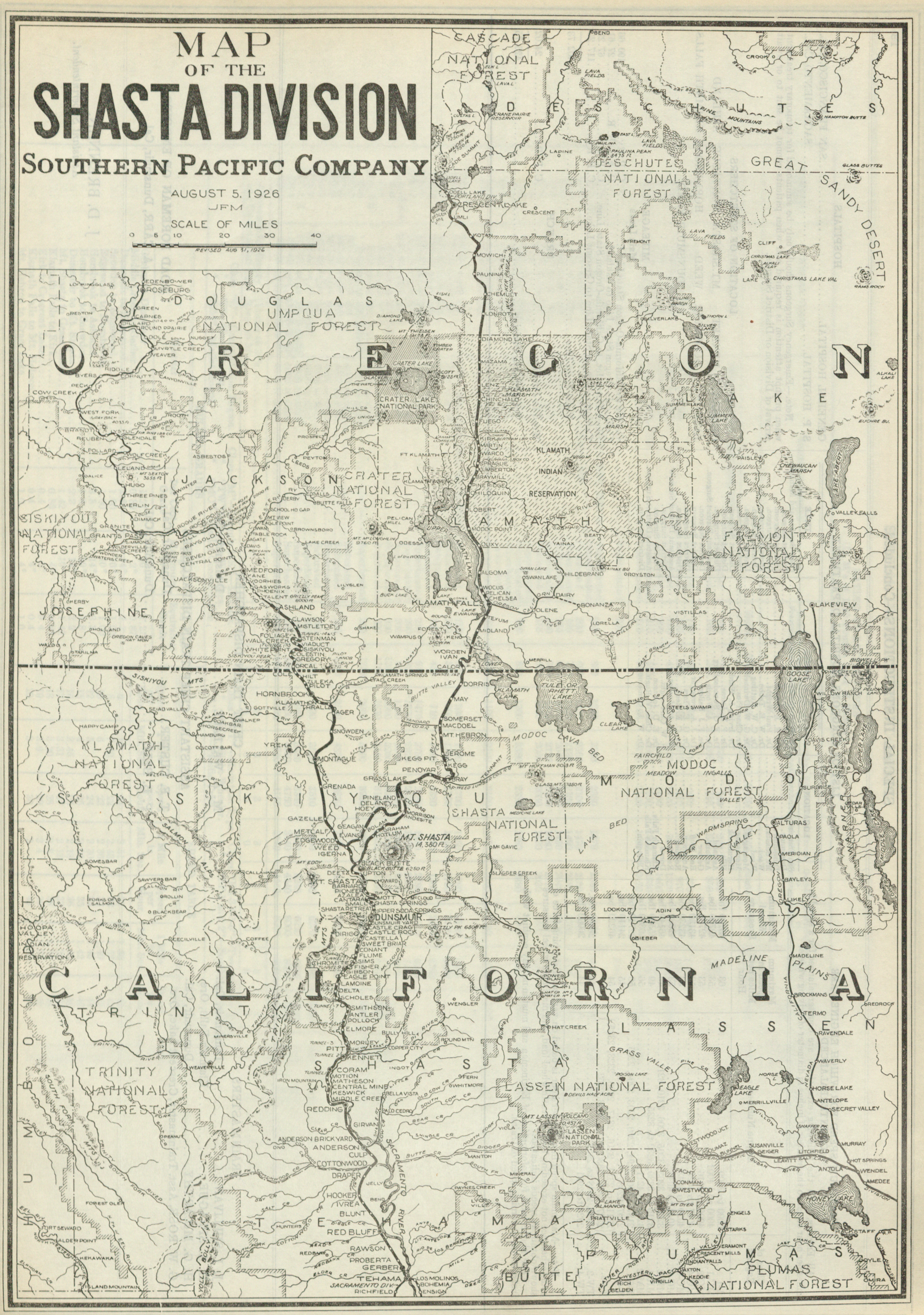
ASSISTANT CHIEF TRAIN DISPATCHERS

T. F. CUSTER	Dunsmuir, Cal.
P. B. BELL	Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

A. CARR, Dunsmuir, Cal.

J. D. BRENNAN,
Assistant Superintendent.



MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926

JFM

SCALE OF MILES

0 5 10 20 30 40

REVISED AUG 31, 1926

OREGON
CALIFORNIA
CASCADE NATIONAL FOREST
DESCHUTES
DESCHUTES NATIONAL FOREST
GREAT SANDY DESERT
DOUGLAS
UMPQUA NATIONAL FOREST
LAKE
JACKSON
CRATER NATIONAL FOREST
CRATER LAKE NATIONAL PARK
KLAMATH
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
SISKIYOU NATIONAL FOREST
JOSEPHINE
KLAMATH NATIONAL FOREST
SISKIYOU
MODOC
MODOC NATIONAL FOREST
SHASTA NATIONAL FOREST
LAVA BED
TRINITY
TRINITY NATIONAL FOREST
SHASTA
LASSEN
LASSEN NATIONAL FOREST
LASSEN NATIONAL PARK
TEHAMA
PLUMAS
PLUMAS NATIONAL FOREST
BUTTE
HUMBOLDT
SACRAMENTO DIV.
ROSEBURG
CRESCENT LAKE
KLAMATH FALLS
MEDFORD
ASHLAND
GRANTS PASS
MT. SHASTA 14,380 FT.
DUNSMUIR
REDDING
RED BLUFF
TEHAMA
WEED
MONTAGUE
DORRIS
LAKEVIEW
ALTURAS
SUSANVILLE
WESTWOOD
GOOSE LAKE
HONEY LAKE
TULE OR RHETT LAKE
UPPER KLAMATH LAKE
SUMMER LAKE
EAGLE LAKE
MT. LASSEN VOLCANO
SACRAMENTO RIVER
SISKIYOU MTS
SALMON ALPS
WARNER MTS
NEVADA CALIFORNIA OREGON
WESTERN PACIFIC